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NEWS OF THE WATER FRONT.

An Austrian Warship Here.

DONAU WILL MAKE A STAY

Captain of the Surprise Absolved From Blame.

HONOLULU always welcomes a man-of-war and the beauty and dignity of the harbor is enhanced by the presence of a naval fighting machine, whether she flies the Stars and Stripes or the flag of some friendly power.

With the morning yesterday came the Austrian training ship Donau. She entered the harbor and cast her mud-hooks in the stream in Naval Row. She comes after a long voyage from San Jose, Guatemala, and is on her way to Nagasaki to join Austria's Asiatic squadron. She was thirty-four days making the trip from Guatemala, being delayed by rough weather.

The Donau is a fine full-rigged ship, supplied with steam power. Her engines are only used, however, upon entering a port or for very short distances. She is a vessel of 2,500 tons and was built about eight years ago.

She sailed from Austria in May of last year and has been cruising in South American waters. She will return home some time this year, it is thought, by way of the Suez canal.

There are 340 men aboard the training ship, the majority being trained for the navy; twenty-four are young naval officers. Her battery consists of ten 4-inch guns and four rapid-fire Hotchkiss guns. She is constructed of wood and iron and is named for the famous Austrian warship which took part in the battle of Lissa in the war between Italy and Austria in 1866.

The original Donau went out of commission several years ago and the training ship bears her name in honor of the famous vessel.

The new Donau is commanded by Captain Anton Paus. Her other officers are: Lieutenants, Johann Hesse, Alexander Hansa, Ottakar Schubert, Franz Martinak, Richard Florio; ensigns, Virgil Sandor, Nicholas Stankovic, Karl Stockert, Egan Pipperer, Emerik Schonta, Norbert Migotti; surgeons, Dr. Krock Jacob, Dr. Anton Lisowiecki; engineer, Konrad Blahaj; paymaster, Anton Muller; cadets, Messrs. Berber, Schallachek, Bena, Mazurano, Heinz, Kloss, Straub, Willich, Willink, Muller, Lister, Hild, Leisl, Ogaston, Seocovick, Hofmann, Gylek, Gobanz, Woss, Yoris, Honsell, Kastner and Potosnik.

Baron B. von Rakovsky, a member of the diplomatic service, is aboard and a number of the officers are baronets. Baron B. von Rakovsky is on a special mission to visit the different consulates of his Government. He called upon F. A. Schaefer, the Austrian Consul at this port, yesterday.

Shortly after the arrival of the training ship in the waters of this harbor the Stars and Stripes were hoisted aboard and a national salute of twenty-one guns was fired. The guns at the naval station responded. People who were standing on the Oceanic wharf when the guns on the Navy wharf spoke out remarked that they felt the shock of the explosion. This is a good illustration of how well the piles of the respective wharves are driven into the coral.

Many of the older residents of Honolulu will recall the visit here of the old Donau about the year 1871. At that time the original Donau put in here in distress, having encountered some very severe weather. An admiral and his staff were aboard her at the time. There was also a diplomatic corps on the vessel, which continued on its journey to the Orient, while the Donau and her officers and crew remained in this port for some time while repairs were being made to the vessel. One of the Donau's officers, the son of a leading Austrian minister, committed suicide in the British club during the vessel's stay in port. Debt was said to be the cause of the young man's act. Another of the officers met death by drowning. He fell from a wharf during a heavy rain storm. The Donau is expected to remain here about a couple of weeks.

Rough Voyage of the Allen.

After experiencing one of the roughest trips of all her career, the American bark S. C. Allen, Captain Johnson, arrived in port yesterday morning, 18 days from San Francisco.

Head winds were encountered nearly all the way down from the Coast and heavy seas were breaking over the vessel a great part of the time. She had 255 hogs on board when she started, but twenty-eight of the animals died on the voyage. The Allen brought a cargo of general merchandise and the following passengers: Mr. and Mrs. E. Hammer, Mr. and Mrs. Patterson, Misses Lolling, Miss Brewer, Miss Clara Fuller, J. J. Long and Thomas Morrissey.

Gasoline Launch Causes Trouble.

There came pretty near being a fire

at Brewer's wharf on Tuesday night and but for the quick action of Lima Hopu, boatman No. 81, some damage might have resulted. As it was, the wharf caught fire and several boats were a little scorched.

On Tuesday evening several men of the schooner Rosamond had been engaged in overhauling the little gasoline launch which belongs to the vessel. The pipe from the gasoline tank to the engine was opened in some way or else sprung a leak, for without any warning the boat became suddenly enveloped in flames. The gas had ignited from a lantern which the men were using in their work. The men immediately jumped into the water to escape being burned. The launch was moored close to the Waikiki side of the wharf and a small boat from the schooner Olga. Both of these boats as well as the wharf caught fire, so fast did the flames spread. Lima, the boatman, took in the whole situation at a glance and was quickly on hand with a bucket and soon extinguished the blaze. The launch sustained no material damage, although she was badly blackened amidships. The Concord and the Olga's boat were only slightly scorched.

Capt. Nystrom Not to Blame.

Yesterday morning an official investigation was made concerning the wreck of the Hawaiian Navigation Company's gasoline schooner Surprise, which went on the reef at Koloa, Kauai, not long ago, during a severe kona storm.

Captains Whitney and Lehnner, Federal inspectors of hulls and boilers, conducted the investigation. The master of the wrecked vessel, Captain Nystrom, was the principal witness. He testified that he was lying off Koloa engaged in unloading freight when a strong west-southwest gale sprung up, forcing the vessel toward the shore. He immediately let go both of his anchors and started the engine full speed ahead in the attempt to get out to sea. The force of the storm was too much, however, and the schooner was driven on the reef. Everything was done to get her off, but she was on the rocks hard and fast and had to be abandoned finally.

The causes of the vessel going aground, as given by Captain Nystrom, were corroborated by Mate Schwartz. In explanation of his going away from the schooner in the first boat to leave the wrecked vessel, the mate said that he had made every effort to get back to the schooner's side but that he was unable to do so on account of the fury of the storm.

The Federal inspectors returned a verdict exonerating the officers of the Surprise from all blame for the vessel's loss.

ARE FOUR MEN LOST IN A BOAT?

Anxious women were making inquiries at the police station yesterday concerning the fate of husbands and sons. Four fishermen have disappeared nor has anything been heard of them since the 25th of last month. Never before have they been away upon fishing excursions about the Island for so long a time. Very rough weather has prevailed for the past few weeks and it is thought that perhaps the men have been lost somewhere between this port and Waimanalo, off the other side of this Island.

Their names are Manuel and John de Ponte, Antonio de Costa and another man, name unknown.

Yesterday Mrs. Manuel de Ponte notified the police department of the fact that the men were missing and wanted to know if anything had been heard of them. Ten days ago, almost, they took a boat to go fishing to Waimanalo and nothing has been heard of them since that time. Her husband, the woman stated, made the same trip once before and was gone only two days. Japanese fishermen report having seen a boat upside down not far from Barber's Point, but nothing definite has been learned in connection with it.

SAILOR STABS HIS SHIP-MATE AND LIES IN IRONS

Victim Between Life and Death at Hospital-- Trouble on the Whaler Andrew Hicks In This Port.

AT THE mouth of the harbor lies the American whaling bark Andrew Hicks, Captain Shorey, 24 days from San Francisco, with one of her crew in irons. Another member of the ship's company was brought ashore yesterday and taken to the hospital, suffering from several serious knife wounds inflicted by the man in irons aboard ship.

Captain Shorey came here for the purpose of shipping some more men in his crew. United States District Attorney Baird was informed of the state of affairs aboard the whaling bark and this morning a complaint will be drawn, the prisoner on the bark will be brought ashore and will be held to await trial, remaining in the custody of the United States Marshal.

Captain William F. Shorey stated that about midnight of Sunday last, March 3, there was a fight aboard of the bark. Mike Marato, one of the crew, persisted in making an uncharitable row while another member of the crew, Michael Mullaley, was trying to sleep. The latter went to sleep on deck, as it

Uncle Sam Resents Insult.

HOT AFTER HACKMAN DAY

Horsewhipped Customs Inspector on Duty.

HACKMAN P. D. DAY, who drives hack No. 62, is in trouble, the seriousness of which he is only beginning to realize. On the 28th of last month he undertook to use a horsewhip on one of the inspectors of the customs department, while the officer was in uniform and on duty. He tried to bluff the representative of Uncle Sam and attempted to use force to carry out his bluff, and now he has to answer to Uncle Sam for his temerity.

United States District Attorney Baird yesterday swore out a warrant for the arrest of Hackman Day, charging him with interfering with Inspector Walter Doyle of the customs department while in the discharge of his duty. The action of the District Attorney was the result of Collector of Port Stackable bringing the matter of the assault on Inspector Doyle to his attention. Inspector Doyle swore to the complaint. The warrant was placed in the hands of the United States Marshal and Hackman Day will be placed under arrest and will have to stand trial.

On the night of February 28, Thursday, about 11 o'clock, Inspector Doyle was on duty on the Pacific Mall wharf at the Waikiki end. The steamship America Maru from the Orient was in port at the time and Doyle had charge of the whole of the Waikiki end of the wharf. He was keeping his eyes open, as usual, for any attempts on the part of adventurous ones to smuggle anything ashore from the steamer. This is no easy task and requires constant vigilance when a vessel is in from a foreign port.

In order to guard against hacks coming onto the Pacific Mall wharf from the Navy wharf, which is against the law when a vessel from a foreign port is discharging on the wharf, Inspector Doyle caused a couple of long gangways to be laid across the Waikiki end of the Pacific Mall wharf.

About 11 o'clock a hack drove onto the Navy wharf from the Esplanade and went around and attempted to go onto the Pacific Mall wharf. Doyle immediately motioned to the hackdriver to go back, at the same time calling out to him that it was against the law for him to bring his hack on the wharf while the cargo was being discharged from a foreign vessel. Notwithstanding this, however, and notwithstanding the presence of the two gangways which had been laid across the wharf to prevent just such things, the hackman, who was P. D. Day, driving hack 62, insisted upon coming onto the wharf and called out something in an insulting manner to the inspector, at the same time attempting to drive his horse between the two gangways. Doyle jumped and grabbed the horse's head and started to force the animal back. There was a man and a woman in the hack at the time of the trouble and they, seeing that there was likely to be a row of some kind, jumped out of the hack and disappeared. "Don't you put your hand on my

horse," cried the hackman, with an oath; "I'll fix you."

Inspector Doyle reminded the driver of the hack about this time of his orders to get off the wharf, telling him that it was against the regulations for hacks to come on the wharf when a vessel from a foreign port was unloading.

Here Day grabbed his whip and commenced to hit at Doyle while he was still endeavoring to back the horse off the wharf. Then, seeing that his passengers had alighted, the hackman satisfied himself with a volley of oaths at the inspector and backed his horse around and went away.

Doyle mentioned the affair to Deputy Collector Stratemeyer and he reported it to Collector Stackable.

The Collector realized the seriousness of the matter immediately and sent a notice to the hackman to call at the custom house. The hackman could not be found when he was first sent for. The hack inspector was asked to locate him but had great difficulty in finding where he was. Finally, when Hackman Day did call at the custom house and was offered the chance of relieving himself of any further trouble in the matter if he would apologize for his treatment of the inspector, he was very impertinent and positively refused to make any apology, going so far as to assert that the inspector had no right to order him off the wharf. He did not deny that he had struck Doyle with the horsewhip. Then it was that Collector Stackable decided not to spare the man who had dared to insult and assault an officer of the United States customs service, while in the discharge of his duty. He placed the matter in the hands of United States Attorney Baird and a warrant was sworn out for the arrest of the hackman.

Attorney Baird said yesterday that Hackman Day would be proceeded against under the statute which provides for the punishment of anyone who vexes, annoys or lays forcible hands on an officer in the discharge of his duty.

The charge is a serious one and means from one to ten years' penal servitude or a fine of from one hundred to two thousand dollars.

Army Transport Arrives.

The British steamship Ping Suey, 4,150 tons, Captain de la Pegrille, has arrived at Tacoma. She is under tonnage charter to the United States Government, and will take on about 5,000 tons of forage and army supplies at Tacoma, and an equal amount at Seattle for the army in the Philippines. In addition she will carry a small quantity of general freight.

The Ping Suey is a sister ship to the Yang Tze, Captain Allen, which recently loaded grain in Tacoma, and both are owned by the China Mutual Steam Navigation Company, and are model freighters of immense carrying capacity. The Ping Suey sailed from Odessa October 28 for Vladivostok, and left the latter port January 25 for Tacoma, arriving at Port Townsend twenty-four days out, after a fair voyage for this season of the year.

The Quartermaster's Department is very busy these days. The British steamship Port Albert, 2,250 tons, Captain Morris, which was fitted out in Tacoma, sailed from Nagasaki January 23 for the Sound. She left Manila January 15. The Port Albert will be released from her charter upon arrival, and it is expected that she will go to Portland to load a cargo of wheat after coaling at Tacoma.

The British steamship Arab, 2,674 tons, Captain Willis, which is now at Seattle, and which has also been released from Government charter, will go over to Tacoma to be dismantled.

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In the Matter of J. A. BUTTERFIELD, Bankrupt.

To the Creditors of J. A. BUTTERFIELD, of Honolulu, Island of Oahu, and District Aforesaid, a Bankrupt:

PUBLIC NOTICE OF SALE OF PROPERTY OF ABOVE NAMED BANKRUPT:

Take notice that there will be sold at public auction on Saturday, the 16th day of March, 1901, at 12 o'clock noon, at the auction rooms of Will E. Fisher, corner of Merchant and Alakea streets, Honolulu aforesaid, all the right, title and interest of said J. A. Butterfield, bankrupt, in and to the following lots, pieces and parcels of land, together with the buildings and improvements thereon, to-wit:

Lots 12 and 13, situated at Pawaa, Punahou, Oahu. Said property will be sold to the highest bidder for cash, subject to the approval of the District Court of the United States for the Territory of Hawaii in Bankruptcy, pursuant to the order of the Honorable Morris M. Estee, judge of said court.

Dated this first day of March, A. D. 1901.

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